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CLASSIFICATION SECRET

SECURITY INFORMATION

REPORT NO. [REDACTED]

COUNTRY East GermanyTOPIC Central Tank Spare Parts Depot at Muellrose

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EVALUATION [REDACTED]

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DATE OF CONTENT December 1952 to March 1953[REDACTED] 25X1A DATE PREPARED 1 June 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

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The following is a list of shipments arriving at, or being dispatched from, the Soviet tank spare parts depot at Muellrose from December 1952 until March 1953.

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1. Incoming shipments to Muellrose [REDACTED]

Dispatcher	Load	Number of Cars in: 1952 / 1953				
		Dec	Jan	Febr	March	
Altuedersdorf	military goods	11	6	3	10	
25X1B [REDACTED] 1	"	15	-	10	-	
Ziesar	"	12	19	16	17	
25X1B [REDACTED]	"	20	15	12	12	
Wurzen	"	5	10	9	15	
25X1B [REDACTED]	"	7	6	-	14	
Eberswalde	"	3	1	-	3	
25X1B [REDACTED]	"	31	44	65	50	
Dresden-Neustadt	"	-	1	1	2	
25X1B [REDACTED]	hardware	4	4	-	10	
Wuensdorf	"					
25X1B [REDACTED]	"					
Wittenberg	"					
25X1B [REDACTED]	"					
Kirchmoeser	"					
25X1B [REDACTED]	"					
Kirchmoeser	hardware					
DHZ						
Hohenstein-Ernstthal	military goods	25X1	4	4	-	10
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25X1B	Kummersdorf	military goods	10	3	10	3
25X1B	Insterburg	"	-	4	-	4
25X1B	Meissen	"	4	2	6	5
25X1B	Frankfurt/Oder	"	122	88	54	39 ²
25X1B	Forst	"	33	-	-	-
	Fuerstenberg/Oder	"	4	-	-	-
	Wildpark	"	1	-	-	-
	Meinsdorf	"	6	-	-	-
	Liebertwolkowitz	cog wheels	2	2	2	1
	Suhl	military goods	1	-	-	-
	Stassfurt	soda	1	-	-	1
	Gotha	gear parts	2	-	-	-
	Unterwellenborn	iron pressings	9	14	6	-
	Waltershausen	rubber plates and rubber tubes	2	1	-	-
	Brieselang	rubber articles	1	1	-	-
	Leipzig-Grosszschochau	hardware	21	16	14	16
	Leipzig-Leutzsch DKF	ball bearings	3	3	1	-
	Leipzig-Stoetteritz	chassis	1	-	2	2
	Bitterfeld	soda	-	2	-	-
	Vetschau	military goods	2	2	1	2
	Loessnitz	cleaning rags	2	-	-	-
	Meerane	tilts, safety belts	4	2	-	1
	Brand-Erbisdorf	forgings	4	4	-	-
	Hennigsdorf	rod iron	1	-	-	-
	Hettstedt	brass and bronze productions	6	2	-	1
	Wurzen	ropes of wire and felt	2	2	-	-
	Willischthal	cotters and wire	2	-	-	-
	Altenburg	tools	2	-	-	-
	Koenigsee	tools and drilling implements	1	-	-	1

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Krumpha	technical vaseline	3	-	-	-
Piesteritz	oxygen	1	-	1	-
Crimmitschau	engine parts	2	1	1	-
Chemnitz	engines	2	1	2	3
Finsterwalde Kjellberg	welding wire	4	3	-	3
Ruhland	solvent	1	-	-	-
Magdeburg-Sudenburg	varnish and nitrocompound	10	-	4	4
Eisenach	bulbs	-	1	-	-
Halle	vehicles and engines	-	1	1	3
Riesa	rod iron	-	-	1	-
Lugau	rod iron	-	-	2	2
Magdeburg Fahlberg & List	sulphuric acid	-	-	1	1
Koenigswusterhausen	forgings	-	-	6	3
Cottbus	military goods	-	-	2	-
Zella-Mehlis	tools	-	-	1	-
Werder/Havel	vulcanized fiber	-	-	1	-
Schoenebeck	lead accumulators	-	-	-	1
Rummelsburg	military goods	-	-	-	1

2. Outgoing shipments from Muellrose [] 25X1

Consignee	Load	Number of Cars in:			
		1952 / 1953			
25X1B		Dec	Jan	Febr	March
Rummelsburg	1 tank spare parts	1	-	-	-
Taucha	"	-	-	3	-
Altluedersdorf	"	32	10	15	25
Wildpark	"	1	-	1	-
Kummersdorf	"	44	10	14	21
Leipzig-Wahren	"	-	-	3	1
Eberswalde	"	34	11	13	22

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Kirchmoeser		tank spare parts	26	42	20	28
Dresden-Neustadt		"	38	10	11	22
Ziesar		"	37	7	7	15
Wuensdorf		"	24	35	15	18
Hohenstein-Ernstthal		"	30	7	7	19
Wildpark		"	1	-	-	-
Murzen		"	19	20	18	20
Liebertwolkowitz	-	cog wheels	7	1	30	-
Magdeburg-Sudenburg	-	empty barrels	2	2	-	-
Leipzig-Leutzsch	DKF	ball bearings	4	3	-	-
Leipzig-Eutritzsch	Bosch	military goods	1	1	-	-
Leipzig-Grosszschochau	GUS	"	1	-	-	2
Piesteritz		empty	2	1	-	-
Unterwellenborn	Markus	links of tank tracks	-	-	-	5
Gotha	Abus	military goods	-	-	1	2

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1.

25X1A 2. Comment. Information on the arrival of supplies from the USSR in December and January corresponds with regular reports from the border-crossing points. Figures listed in reports on border-crossing traffic in February and March are higher than those listed in other reports. It is assumed that shipments originally bound for the Muellrose depot were dispatched to army and unit workshops already from the border.

25X1A 3. Comment. Incoming and outgoing shipments during the period of observation included 370 incoming carloads and 304 outgoing carloads in December 1952, 261 incoming carloads and 160 outgoing carloads in January 1953, 236 incoming carloads and 158 outgoing carloads in February 1953, and 230 incoming carloads and 200 outgoing carloads in March 1953. The rate of supply traffic at the depot was about that of the preceding months. The decrease of 25X1A outgoing shipments after January 1953 is interpreted by the fact that, due to individual training until mid-March, the number of damaged tanks at the repair shops was low. It is of interest that 40 to 50 percent of the spare parts delivered were produced in East Germany.

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